



RACE ENDS: A 35-mile chase involving speeds of up to 100 miles an hour across the Indiana-Michigan border ends with arrest of Mara Myard, 20, Ada, (in blanket) and Thomas Perne, 18, Grand Rapids. The two were arrested on charges of being disorderly persons.

## Push For Accord

# Rail Strike Slated Tonight

By NEIL GILBRIDE  
AP Labor Writer

WASHINGTON (AP) — The Nixon administration pressed today for an 11th-hour wage settlement to avert a scheduled nationwide strike of some 500,000 railroad workers one minute after midnight tonight.

"We could have a strike," said Assistant Secretary of Labor W. J. Usery of the dispute between the nation's rail industry and four AFL-CIO unions.

"But they've each said they could postpone it if there is some meaningful progress," Usery said of the union negotiators.

He declined to say whether President Nixon would invoke his power under federal labor law to delay any strike for 60 days.

### NO PROGRESS

Usery conceded there was no progress in four hours of government-sponsored talks Tuesday, but added "that meeting was very worthwhile. I think it cleared the air."

He called both sides back into negotiations today.

But Harold Crotty, president of the Brotherhood of Maintenance of Way Employees, said after Tuesday's fruitless talks "We're further apart than when we started."

Retorted chief industry negotiator John P. Hiltz: "No, we couldn't be."

### CALLED TOO HIGH

Hiltz said the unions' demands for three-year wage hikes of 40 per cent or more would bankrupt the industry. The workers now average about \$3.50 per hour.

"I'd be putting my name to the liquidation of the railroad industry" by signing such wage agreements, Hiltz snapped.

He declined to say whether the railroads had made a counter offer, but union officials said there had been no industry wage offer.

In addition to Crotty's approximately 100,000 rail maintenance workers, the talks involve approximately 200,000 workers each in the Brotherhood of Railway Clerks headed by C. L. Dennis and the United Transportation Union headed by Charles Luna, and another 2,000 dining car workers represented by Vice President Richard Smith of the Hotel and Restaurant Employees.

Garry L. Ruff, 21, died of fragmentation wounds after his detail was assigned to dispose of mortar bags by burning them, according to word received by the family here.

Ruff of route 3, Maple Lane, was a 1967 graduate of Benton Harbor high school and enlisted in the Navy two years ago. He had served in Vietnam 11 months and held the rank of fireman.

He was a member of the Brown School Road Church of Christ and was employed by Parrish Restaurant Supply Co. before entering the Navy.

Survivors include his mother, Mrs. William Klemm of Benton Harbor; his father, Orville Ruff of St. Joseph; a half brother, Jeffrey Klemm, at home; a half sister, Katherine Ruff of St. Joseph; and a stepbrother, William Klemm, Jr., of Benton Harbor. He was preceded in death by a sister.

Funeral arrangements were incomplete this morning at the Dey Brothers funeral home.

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# Says Signature Is A Forgery

L. J. Stock II, trustee of the M. W. Stock Trust, said today his signature on pledges for a fund for Benton Harbor parking development is a forgery.

The Twin Cities Area Chamber of Commerce last week filed suit in Berrien circuit court to collect pledges to the chamber's Benton Harbor Future Fund that built downtown parking.

### \$5,000 CLAIMED

The chamber claims \$5,000 against the M. W. Stock Trust for an allegedly unpaid pledge of \$1,000 annually from 1964 to 1968.

Stock said the pledge card, which was signed M. W. Stock Trust by James Stock, "is a complete and utter forgery."

Stock continued: "It is not my signature, not even close. It is not my legal signature and it is not my legal

name which I use."

Stock said: "People know me by that name, but I never have signed anything in a legal matter, outside of a personal letter, as James Stock. And it isn't even close. It's not a very good one (signature)."

"I'm going to answer their suit to that effect, that I think it's a heck of a thing to sue somebody based on a forgery — that's my statement."

Stock said there is no question the signature is not his. "They won't need a handwriting expert to determine that the signature is not mine," he said, "I know I never signed one (a pledge card)."

Stock said Atty. John L. Globensky handles the legal affairs of the M. W. Stock trust and will represent him in the suit.

DESSERT NEWS CONFERENCE: Newsmen, lower left, interview from a distance 21 of 180 captive passengers and crew who were aboard the Swissair jetliner, background, and a TWA jetliner hijacked Sunday by members of the Popular Front for the

# GUERRILLAS GRAB ANOTHER AIRLINER WITH 76 ABOARD

## Eaman-BH Verdict Not Imminent

### State Decision Could Come On Sept. 23

LANSING — A State Board of Education decision on its reconsideration of the transfer of a major part of the former Eaman school district from Benton Harbor district to Coloma will not be made before Sept. 22-23, at the earliest.

Dr. John Porter, acting superintendent of the state education department, told the state board here last night that attorneys for both sides — Benton Harbor and Eaman residents jointly — have declined to waive a legally required 20-day waiting period. The statutory waiting period gives both sides 20 days to make objections to a hearing officer's report of the rehearing held here on Sept. 3.

Thus it will be at least Sept. 23 — the second day of the state board's next meeting — before the matter can be considered by the board.

### ADVICE SOUGHT

Porter indicated, however, advice would be sought from the attorney general's office to see if there was any other means to shorten the waiting period.

In dispute is the ownership of the Eaman school property in Hagar township and whether some 150 private properties in the former Eaman district are in the Coloma district or the Benton Harbor district. On August 25, the state board approved a rehearing on its June order transferring the Eaman area to Coloma school district. The stated purpose of the rehearing was to consider the ownership of the Eaman school buildings and site. No mention of the school property had been made in the original transfer order.

Under an attorney general's ruling, the rehearing on Sept. 3 was expanded to consider not only the ownership of the Eaman buildings, but the entire matter of transfer of the area.

Meanwhile, snarling questions

(See back page, sec. 1, col. 7)

tinent on the ability of the three counties to raise \$67,000 from local sources.

Van Buren's share was about \$14,000.

In opposition on the issue

were Probate Judge Meyer

Warshawsky and his subordinate,

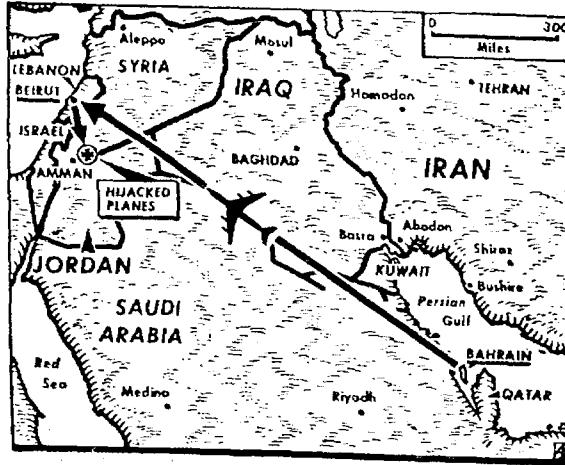
Thomas Stembough, a veteran worker in the county's ju-

venile unit.

Also at stake is a \$100,000 fed-

eral planning grant made con-

(See back page, sec. 1, col. 8)



BRITISH PLANE HIJACKED: Map shows the route of a British Overseas Airways Corp. VC10 jet plane that was hijacked Wednesday shortly after departing from Bahrain, an island in the Persian Gulf.

The plane landed at Beirut, Lebanon where it refueled and then took off again, apparently heading for the desert airfield held by Arab guerrillas near Amman, Jordan. This was the fifth hijacking since the weekend. Two jets, one belonging to TWA and the other to Swissair, are still being held at the desert strip, with part of the passengers being kept as hostages. (AP Wirephoto)

## May Join 2 Others In Desert

### British Jet Is Seized At Bahrein

#### BULLETIN

CAIRO (AP) — Cairo airport's area control declared the airport closed today, to prevent a hijacked BOAC VC10 jetliner from landing there.

#### BY THE ASSOCIATED PRESS

A British jetliner with 76 persons aboard was hijacked in the Middle East today. Palestinian guerrillas threatened to blow up the aircraft when it landed at Beirut airport unless it was provided with fuel to fly on to another destination.

#### FIFTH HIJACKING

The plane later left Beirut amid speculation it was headed for the Jordanian desert airfield where two other captive planes were under guerrilla guard.

This was the fifth hijacking attack this week by Palestine guerrillas. The Popular Front for the Liberation of Palestine assumed responsibility for today's incident, as it had for the others.

British Overseas Airways Corp. VC10 airliner was hijacked and ordered to fly to Beirut shortly after it took off from Bahrain in the Persian Gulf. The airline said 66 passengers and 10 crew members were aboard.

Representatives of the International Red Cross were negotiating for the freeing of two other Western airliners and 178 hostages held by guerrillas in a desert airstrip in Jordan.

At the Pentagon, a spokesman said Secretary of Defense Melvin R. Laird was monitoring the situation very closely. Other than that, the spokesman said, "I can't comment."

Specifically, he refused to comment on whether the Penta-

(See back page, sec. 1, col. 1)

Junior League registration Sat. 10 a.m. - 4 p.m. Blossom Lanes. Adv.

Jan Marshke now at the Hair-benders formerly at Mirror's Magic Mirror, 429-1541. Adv.

## By Van Buren

# Juvenile Unit Plan Rejected

By STEVE McQUOWN  
Paw Paw Bureau

PAW PAW — Van Buren county commissioners here Tuesday vetoed any immediate plans for the county to become involved in a three-county detention and rehabilitation home for juveniles.

The decisive 14-1 vote came in the late afternoon after the commissioners had heard opposing views earlier in the day on the value of the detention home.

It was not immediately clear

today what the Van Buren vote

will do to the proposed partnership with Cass and Berrien counties.

Meanwhile, snarling questions

(See back page, sec. 1, col. 8)

tinent on the ability of the three counties to raise \$67,000 from local sources.

Van Buren's share was about \$14,000.

In opposition on the issue

were Probate Judge Meyer

Warshawsky and his subordinate,

Thomas Stembough, a veteran worker in the county's ju-

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# THE HERALD-PRESS

## Editorial Page

W. J. Banyon, Editor and Publisher  
Bert Lindenfeld, Managing Editor

# Realistic Controls Against Hijacking

Sunday's simultaneous hijacking of four airliners headed for New York City should become the bomb to blow the airlines, the governments and the traveling public out of its apathy.

What began as a new form of outdoor sport following World War II is at the nightmare stage.

The first thefts occurred sporadically over the Balkan countries.

In the early '50s several planes were hijacked over the Cuban air space before Fidel Castro came to power. Since his arrival, detour flights between the U.S. and the Latin American countries to Cuba has become an accepted booking hazard. Although Castro has speeded each detoured craft and its occupants safely out of the country and recently has begun to roll up the welcome against some of the pirates, this state of inconvenience turning into a menace remains.

More recently the piracy has erupted over the European skyways. Arab extremists, unable as yet to meet Israel frontally, have adopted sabotage and kidnaping as the next best weapon in this war of nerves.

Sunday's wholesale outrage is a peak to date.

One plane landed in Egypt was blown up and burnt on the ground.

Two others, at this writing, are in Jordan, wired for explosion of them and their male passengers unless a long list of terrorists are freed by Switzerland, West Germany and other Free World countries.

# Many Hands Reaching For U.S. Highway Fund

Transportation Secretary John A. Volpe's decision to throw \$5-billion worth of federal muscle behind efforts to improve public transportation is only the opening push in what promises to be a long and bitter battle over transportation policy.

It is already drawing anguished protests from auto-oriented quarters which have jumped to the undoubtedly logical conclusion that under challenge is the sanctity of the Federal Highway Trust Fund, the treasure chest that has been financing the nation's massive superroad construction programs.

Specifically, Volpe has decreed that henceforth special provisions for public transport, such as exclusive lanes and exits, will in part determine allocation of federal trust funds, which can come to as much as 90 per cent of the total, to urban construction projects in order to "encourage the greatest use of buses in preference to individual automobiles" by the nation's commuting hordes.

Although only bus facilities are mentioned and the decision ostensibly is intended in part to head off pressure in Congress and elsewhere to tap the trust fund for non-highway purposes, such as new rail transit systems, the latter is exactly what fund defenders fear is coming.

The Federal Highway Trust Fund was established by Congress in 1956 to finance the Interstate program, now more than 70 per cent complete. Fed largely by the four-cent federal gasoline levy, plus other motorists' taxes, it has been a cornucopia

The fourth escaped harm thanks to the alertness of armed guards on an Israeli plane who killed one pirate and handed his female accomplice over to the London police. She is one of many whose release is demanded for ransoming the hapless passengers on the second and third ships.

The pirates fall into three major categories. Some are mentally unbalanced persons; others are fugitives from justice; still others are political types, either refugees or the murderous variety pulling off Sunday's coup.

Though piracy is an offense against international law, its enforcement and prevention require the cooperation of all countries. The great bulk of the hijacking terminates in lands which spurn the many Geneva conventions as a binding rule.

Since there is little prospect for the moment of bringing these errant countries into an enforcement cartel, the airlines will have to accept a greater responsibility than they have taken to date.

Better means of spotting kooks before they board a plane have been an obvious requirement for a long time because once a ship is in flight even the armed guard is a hazard to its safe passage.

Certain legal viewpoints in the U.S. concerning search and seizure and personal detention will need revising to back up this preventive measure.

Reduced flight schedules will result, but which is more important, a flight every so many minutes or getting the passenger to where he is supposed to go?

Through years of tight budgets in other nondefense spending areas. Something like \$50 billion has flowed through the fund to the contractors and the balance now stands at \$5 billion, with income comfortably exceeding expenditures.

Since all of this comes exclusively from motorists, the highway lobby, "the Road Gang" to its Capitol Hill intimates, fiercely opposes tapping the fund for any other purpose than the creation and care of roads for motorists.

Critics, however, contend that the fund's exclusivity has encouraged an overemphasis on highways that has crippled urban transportation. Public transit deteriorates and disappears while highways proliferate, and the spending imbalance is such that something like 20 times more public money is pumped into roads than into mass transit.

Some planners, or dreamers, would correct this by replacing the highway trust with a general transportation fund committed to financing a balanced national system of roads, mass transit, railroads and air facilities.

The "road gang," naturally enough, does not buy that and has a lot on its side — the current law and, theoretically, millions of American motorists.

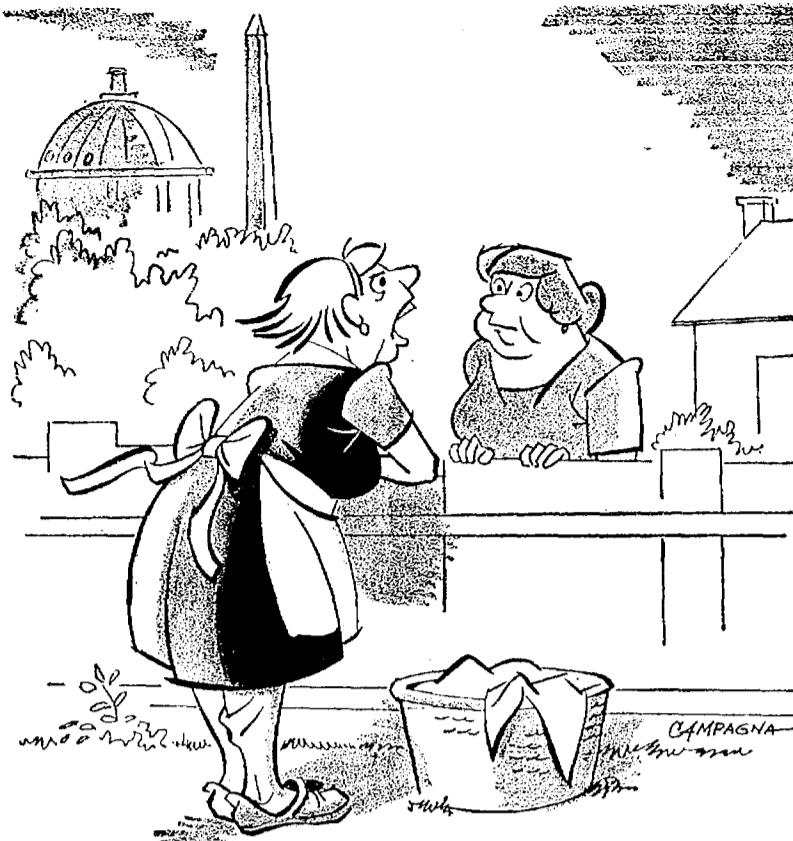
The transit forces also have some big guns, notably Sen. Jennings Randolph, D-W. Va., chairman of the Senate Public Works Committee. Randolph, keeper of the congressional pork barrel, has let it be known he is open to changes directed toward balancing transportation spending. He has himself proposed using some trust funds to aid bus systems in larger cities.

There is also increasing sentiment in the states, as disclosed at the National Governors' Conference, for a change in spending emphasis.

Much more is going to be heard on the issue. The \$5 billion at stake assures that.

In the early 19th century, some scoundrels made their living shanghaiing sailors for Nantucket whaling ships, for a fee. National Geographic says, Thrifly captains charged the fee to the sailor, so the luckless seaman paid for the privilege of being pressed into a voyage that might take him away from home for three years.

# 'This Nixon Administration Is Dullsville ... No Hanky-Panky'



## GLANCING BACKWARDS

### POLL INDICATES LOCAL SUPPORT

—1 Year Ago—

Adult residents of St. Joseph school district generally give the school program and the board of education passing grades and better, according to results announced today from an "opinionnaire" circulated last May.

They also indicated majority willingness to pay more taxes, if needed, to continue, and even to improve, the existing level of the school program. They did, however, feel that if more revenue is needed it should come from added income or sales tax rather than from higher property levies.

### SWAINSON MAKES OFFICIAL DEBUT

—10 Years Ago—

Lt. Gov. John B. Swainson made his official debut as the Democratic gubernatorial candidate. It was a punch and pop talk session at his hometown of Plymouth.

About 350 attended. Swainson shared the political limelight with Gov. Williams, Sen. Philip A. Hart and Neil Staebler, chairman of the Democratic State Central committee.

### ST. JOE MUNICIPAL BAND WINS TROPHY

—30 Years Ago—

St. Joseph's Municipal band and its director, Franklyn Wiltsie, are the proud possessors of a handsome 30-inch trophy, won yesterday in a marching contest at Riverview park, Chi-

cago.

The Municipal band took first place in the marching tourney at the finals in a contest that has been running for three weeks.

### TO MOVE

—40 Years Ago—

The Julius Carlson family, of New Buffalo, will move soon to the home of the late Nathaniel Worden in New Troy.

### ATTENDS CONVENTION

—50 Years Ago—

Frederick S. Upton has returned from Saginaw where he attended the state convention of the American Legion as a delegate from the local post.

### RETURN HOME

—50 Years Ago—

Mrs. George Everett and children have returned from a three weeks' visit with relatives in Detroit and Rochester, N.Y.

### REPAIR LINE

—50 Years Ago—

Manager Collins went out on the state telephone line this morning to repair the damage done by the storm Tuesday night.

### Factograph

Louis XVI was the king of France at the outbreak of the French Revolution.

## THE FAMILY LAWYER



### No Questions Asked

Many a conscientious husband seeks peace of mind by buying life insurance to protect his family in case he dies.

But he may also have a nagging worry: will the insurance company really pay off when the time comes, or will it find some flaw making the policy null and void?

### POINT PASSED

To cut this worry to a minimum, most policies now contain what is known as an "incontestable clause." Under this clause, after a stated period (usually two years), the insurance company can no longer raise technical objections about the validity of the policy. It must generally pay off "with no questions asked."

Suppose, for example, that a man applying for insurance fails to mention the fact that he has a drinking problem. Suppose, after his death, the insurance company finds out about it. Under the incontestable clause, the company could not raise this point to escape paying the insurance to the widow.

In fact, the incontestable clause applies in most states even if the applicant told a deliberate lie. Take this case:

A man filling out an insurance application was asked if he was in good health. He said he was — even though he knew he had serious heart trouble.

### WORTH THE COST

After his death, the insurance company tried to cancel the policy on grounds of fraud. But a court ruled that, despite the fraud, the company would still have to pay off — because more than two years had gone by. As one judge explained:

"Even though dishonest people are given advantages under incontestable clauses, still the sense of security given to the great majority of honest policyholders makes it worth the cost."

But not even an incontestable clause will help if the fraud involves the very existence of the policy. Thus:

A man suffering from tuberculosis managed to get life insurance by sending a healthy friend to take the medical examination for him. After the man died, the insurance company found out about the trick and denied liability.

The widow tried to rely on the incontestable clause, but a court ruled that there had never been an insurance contract in the first place. The court said that on one basic fact, the identity of the insured person, there was never a "meeting of the minds."

# DR. COLEMAN

## .. And Speaking Of Your Health

As the Pesticides Chairman for the Ecology Action for Rhode Island I will be grateful for a statement on the dangers of pesticides.

I am concerned about the lack of public education about this vital problem.

Mrs. S. G., Rhodes Island<sup>4</sup>

Dear Mrs. G.: I am impressed by the proposed amendment to the Rhode Island constitution which suggests that "the people shall be secure in their rights to the use and enjoyment of the natural resources of the State with due regard for the preservation of their values."

This fundamental concept of your organization must be echoed all over the country if we are to leave some semblance of natural beauty as heirlooms to be cherished by our children and grandchildren.

We must not deprive them of their right to the natural beauty of our country.

Pesticides and insecticides, when first created, seemed to be the greatest gift to man. We have now learned that the indiscriminate destruction of plant and animal life by these harsh chemicals is a severe penalty for the advantages they seem to have.

Public health officials, ecologists, and agriculturists are some of the forces that are protecting us by placing stringent limits on the use of these chemicals. Under their jurisdiction, and with pressures by groups such as yours, we may yet find a decent balance

between the advantages and disadvantages of these chemicals.

Can you tell me what type of disinfectant I can use to clean the wash basin, the toilet bowl and seat, and the shower stall in a new apartment we have just taken over?

I have never before lived in a house that had been occupied by someone else.

Mrs. T.H.H., North Carolina

Dear Mrs. H.: Your letter is almost identical with another letter that I received from Mr. A.T. in Rhode Island.

I want to assure both of you that the germs left in any area of a previously used house, are rarely, very rarely, carriers of disease.

From the point of view of cleanliness, a thorough scrubbing with soap and water and any one of the household disinfectants is all that is necessary.

Far too many people live in constant fear that they will be infected or contaminated by such contacts. This serves only to reinforce anxiety, and minimizes the potential joy of living.

**SPEAKING OF YOUR HEALTH:** Protect your outer ear and ear canal from hair sprays and dyes.

Dr. Lester Coleman has prepared a special booklet for readers of this column, "Alcoholism — A Family Disease." It probes this grave problem and offers hopeful advice. For your copy, send 25 cents in coin and a large, self-addressed 6-cent stamped envelope to Lester L. Coleman, M.D., P.O. Box 5170, Grand Central Station, New York, N.Y. 10117. Please mention the booklet by title.

## JAY BECKER

## Contract Bridge

North dealer.  
Both sides vulnerable.

NORTH	K7
EAST	A K10 7
WEST	85
SOUTH	A K Q 10 2
NORTH	Q 6 4 3
EAST	2
WEST	J 8 3
SOUTH	Q 9 5 4 2
NORTH	A K J 10 7
EAST	Q 4 3
WEST	5
SOUTH	8 7 6 3
NORTH	A J 10 9 8 5
EAST	6
WEST	9 6 2
SOUTH	J 9 4

The bidding:  
North East South West  
1 ♠ Pass 1 ♠ Pass  
2 ♠ Pass 2 ♠ Pass  
4 ♠

Opening lead — king of diamonds.

It is sometimes difficult to know precisely how to apportion the blame when something goes wrong with the defense — and possibly some may regard this as a futile exercise anyhow. Nevertheless, an objective analysis of one's own errors does tend to prevent their repetition, and to that extent the practice of leveling fair and constructive criticism at partner has much to recommend it.

Consider this deal where West led the king of diamonds and switched to a singleton club. Declarer won with the ace and, in an effort to extract trumps as quickly as possible, led the

## BENNET CERF

## Try And Stop Me

Pundit Bob Sylvester, scanning the Italian horizon, noted that J. Paul Getty, reputedly the world's richest man, was opening a health resort there. Obviously, comments Sylvester, it should be called The Spa Getty. Bob also reports that a truck loaded with airconditioners was overturned on a mountain road — and you should have seen the Fedders flying.

Mike Nichols' controversial movie version of Joe Heller's wondrous anti-war novel "Catch-22" necessitated the reproduction of an entire World War II air base near Guaymas, Mexico, and the rebuilding into serviceable form of all the old B-25 bombers. Paramount people could dig up. Once the 20-odd crates were assembled, Nichols enjoyed telling hecklers, "Don't mess around with me, boys! I've got the sixth largest air force in the world."

The picture cost about twenty million dollars to complete — partly because, according to Nichols, "It's the kind of movie in which every time a character says 'Good morning, sir,' 25 planes take off."

That svelte stripper, Bluegrass Hornet, had wasted three hundred dollars at the neighborhood grocery before her new husband discovered she had been trying to open eggs with a can opener.

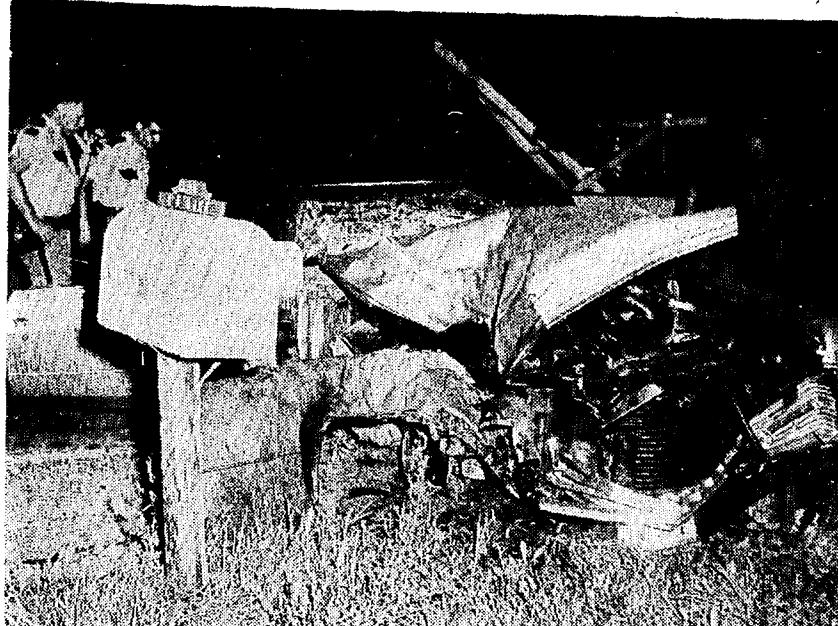


# THE HERALD-PRESS

ST. JOSEPH, MICH. WEDNESDAY, SEPTEMBER 9, 1970

Twin City  
News

## TWO KILLED IN BENTON TOWNSHIP CRASHES



**CRASH KILLS WOMAN:** Benton township Patrolmen Harvey J. Beller, Jr. (left) and Roger Peters check interior of car in which Mrs. Robert (Suzanne) McCoy, 22, of 706 Wyndwicke drive, rural St. Joseph, was killed last night. The car struck a tree on Napier avenue, west of Benton Center road. (Staff photo)

### Fighting Boost

## Lincoln Taxes Soar \$600,000

Lincoln township taxes are up nearly \$600,000 this year.

Supervisor Harry Gast attributed half of the increase to a boost in state equalized valuation (SEV) which forms the tax base. The township is fighting the boost with an appeal to circuit court.

The other half represents increases in school taxes and millage for sewer and water systems, Gast said.

Total taxes spread in the township are \$1,963,534.31—an increase of \$597,918. Tax bills will be mailed in December.

Gast said that despite the court appeal, the township was

### Kaywood Workers Back Union

Membership of the union striking Kaywood in Benton Harbor voted unanimously to back its leadership and continue the strike until the company presents an acceptable contract offer, according to Jodie Alsup, president of Local 940, International Union of Electrical Workers.

Alsup said the action was taken at a meeting over the Labor day weekend. He termed company offers "unrealistic, far below the average wage increases negotiated this year."

"The company's proposals gives us in three years what millions of workers are receiving in only one year. It fails miserably in meeting the needs of the men and women who work at Kaywood."

He called other Kaywood proposals "inadequate" on insurance, pensions, grievance procedure, vacations and holidays.

The strike of 128 employees at Kaywood began July 20 over failure to reach a new contract. At that time Alsup said the union was seeking pay increases from the \$3.17 hourly plant average to \$4.03 at the end of three years.

Kaywood, 1125 Milton street, is a division of Joanna Western Mills Co. and a producer of louvered wood interior decorations.

### Reunion Planned By BH Grads

Reservations are being accepted through Friday for the 1930 Benton Harbor high school class reunion that will be held Saturday, Sept. 19, at Ramada Inn (formerly Hilton) I-94 and M-129. Reservations can be made with Mrs. Verne Dean, 2965 Royalton Heights, St. Joseph.

## Beach Close In Twin Cities

Supervised swimming beaches in the Twin Cities are officially closed for the season, according to A. A. Antonovich, Benton Harbor deputy city manager, and Robert Nagle, St. Joseph superintendent of parks.

Antonovich said a id lifeguards were on duty at Jean Klock park for the last time this season on Labor day. He said concession stands also are closed. Nagle issued a similar statement for Lions beach in St. Joseph.

Officials at Warren Dunes state park, Sawyer, said lifeguards ended their duties for the season on Labor day, but the concession stand will be open as long as good weather prevails.

At Weko Beach, Bridgeman, admission fees and lifeguard services are expected to continue on weekends, as long as weather permits, according to Mrs. Phyllis Weber, city clerk.

Mrs. Bernice Tretheway, Lincoln township clerk, said beachgoers in the township remain open. No lifeguards were provided during the summer. She said the township hopes to provide lifeguards sometime in the future. The beaches are Glentord and Lincoln township beach on Lake Michigan and North lake beach at North lake.

Mr. Luckner served in the U.S. Air Force during the Korean

## Drivers Die In Separate Accidents

### Berrien Highway Toll For 1970 Rises To 38

Two motorists were killed in separate accidents yesterday in Benton township. Both were alone when their vehicles ran off the paved portion of the road, Benton township police reported.

Dead were Mrs. Robert (Suzanne) McCoy, 22, of 706 Wyndwicke drive, and Leo Richard Luckner, Jr., 31, of 3250 Royalton Heights road, both of St. Joseph township. Both were dead on arrival at Benton Harbor Mercy hospital.

Luckner was killed shortly after 5 p.m. when his semi-truck turned over on the I-94 entrance ramp from East Main street, and Mrs. McCoy was killed when her car struck a tree on Napier avenue, west of Benton Center road, about 9 p.m.

#### LOAD SHIFTS

Township Patrolman Roger Peters said Luckner was entering the west bound lane of I-94 when one of three 9-ton coils of steel came loose from the trailer and shifted against the cab.

Luckner was pinned in the wreckage for 20 minutes before a wrecker arrived to pull him out, Peters said. A medical examiner at the hospital, Dr. Richard Lininger, said Luckner died from a compressed chest injury.

Patrolman Harvey J. Beller, Jr., said Mrs. McCoy was tossed from the car when it struck a walnut tree about 9 p.m. yesterday. Medical examiner Dr. Charles E. Boonstra, said she died of a head injury and a fractured back and neck.

Beller said the speedometer, found near the car, was stopped at 75 miles per hour. Mrs. McCoy apparently was traveling west at a fast rate of speed when she hit a jog in the pavement, Beller said.

#### LEAVES ROAD

Mrs. McCoy's car went off the road on one side, crossed back over the pavement and struck the tree, Beller said. Beller found skid marks measuring 85 feet. Mrs. McCoy's body was lying on the ground 45 feet from the tree.

Mrs. Tom Holmes of Magalia in Lake, said she and another driver were forced onto the shoulder of the road to

avoid being struck by the McCoy car. Sensing an imminent accident, Mrs. Holmes turned around and drove back to the crash scene.

Beller said traffic was backed up west of the crash scene for one-fourth mile for more than an hour.

The two deaths bring the number of Berrien county traffic fatalities to 38, one less than the number who were killed during this same period of time in 1969.

#### SERVICES THURSDAY

Mrs. McCoy was born in St. Joseph, June 25, 1948.

Survivors include her husband, Robert, whom she married Aug. 11, 1965; a son, Robbie; her parents, Mr. and Mrs. Edward Yerke; and a brother, Greg, all of St. Joseph. Graveside services will be held Thursday at 10 a.m. in Riverside cemetery. The Rev. Ellis Marshburn, pastor of the First Presbyterian church of Benton Harbor, will officiate.

Friends may call at the Dey Brothers funeral home.

#### LUCKER RITES

Mr. Luckner was born Aug. 19, 1939, in St. Joseph. In 1956, he was graduated from the St. Joseph Prep school at Bardstown, Ky. His tractor and trailer were on lease to the B & P Transfer company of South Bend.

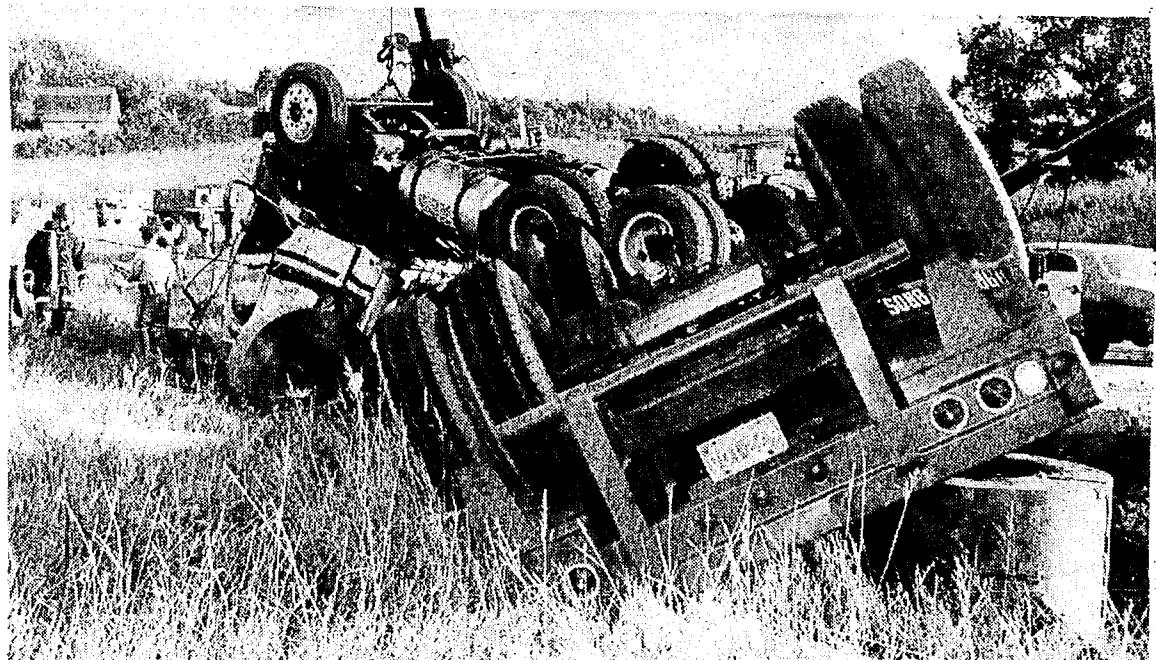
Survivors include his widow, the former Barbara Watts, whom he married July 12, 1958, in Benton Harbor; a son, Michael; two daughters, Lori and Suzanne; his parents, Mr. and Mrs. Leo Luckner, Sr.; a brother, Michael; paternal grandmother, Mrs. Mary Luckner; and maternal grandfather, Frank Fellow, all of St. Joseph.

Mr. Luckner served in the U.S. Air Force during the Korean



**BODY REMOVED:** Police and ambulance attendants carry body of Leo R. Luckner, Jr., after it was removed from overturned cab of semi-truck on

I-94 entrance ramp at East Main street, Benton township.



**LOAD SHIFTED:** Police said a coil of steel weighing nine tons came loose and shifted against cab of semi-truck causing it to overturn and kill driver. Truck carried three coils of steel, two of which are

seen in photo. Accident occurred Tuesday on I-94 entrance ramp, East Main street, Benton township. (Staff photos)



**LEO R. LUCKER, JR.**  
War and was a member of the St. Joseph Catholic church and the American Legion.

Requiem Mass will be cel-

(See back page, sec. 1, col. 7)

sewer trunk line. One mill in St. Joseph township amounts to about \$42,000.

At the meeting last night the board voted to triple the water tax to one mill. Trustee Robert DeVries argued that this would not be enough to carry the township's obligations. Clerk Andrew Schmidtman, Jr., took

the other side and argued that

until the township actually was faced with the bill for interest

the tax ought to be deferred.

The water bonds won't be sold

until next month. Voting for the

levy were Supervisor Orval Benson, trustees Carl Reschke,

Edwin Brink, John Manning, and Treasurer Einer Larsen.

Berrien county through its public works department sold the bonds and the individual

units of the Lake Michigan Shoreline Water and Sewage Treatment authority are obligated to pay off the debt.

When the system is in operation revenues from the sale of water

are expected to pay off the interest and principal.

The taxes being levied now are to pay interest and principal.

The taxes being levied now are to pay interest and principal charges.

Partners in the authority are St. Joseph and Lincoln township and Stevensville and Shoreham.

The water will be purchased from St. Joseph for suburban areas west of the St. Joseph river and from Benton Harbor for Fairplain.

**VOTE NOT NEEDED**

While the tax in effect was approved at the annual meeting

the township board has the authority to levy millage to pay off the bonds sold by the county

without a vote by the people. In effect, the county handled the financing, pledging its resources to back the bonds but at the same time can require the individual units to pay off the indebtedness — either by a direct tax or from sale of services.

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William Murray, community education coordinator in charge from Layfayette to Bard when

Murray was transferred there. He said Bard is more centrally located and should enable more persons to enroll.

Ken Reilly, a GED director, said a free baby-sitting service will be provided for youngsters out of diapers to enable parents to take the courses.

He noted that GED has provided the means for many people to go on the better jobs, college and advanced training.

Classes will be held Monday through Thursday, 7-10 p.m.

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